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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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388.1  
H3eIS  
73-05-D

AND

STATE DOCUMENTS

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

DRAFT

ENVIRONMENTAL STATEMENT

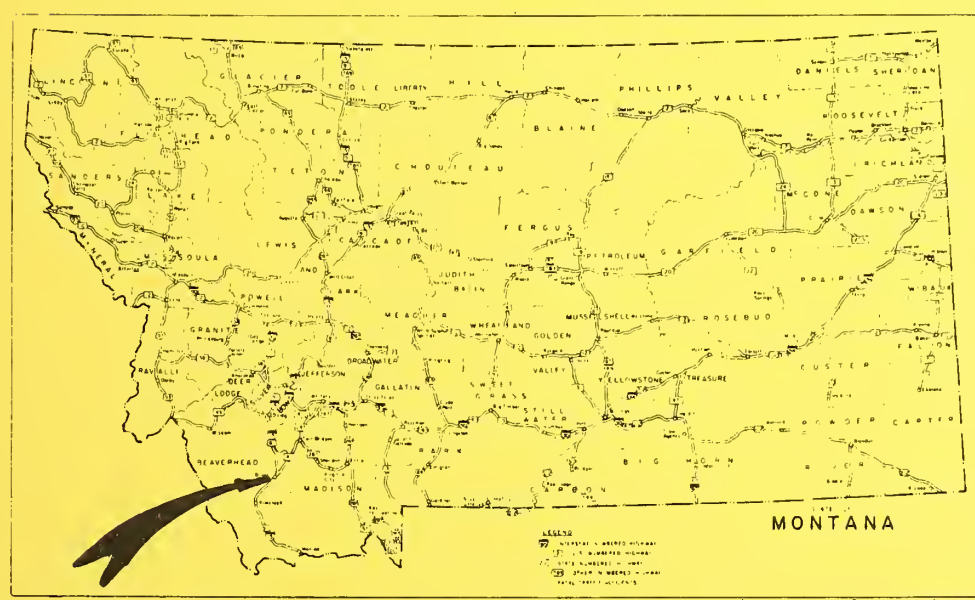
ADMINISTRATIVE ACTION

FOR

I 15-1(5)51 DILLON SOUTH

F 241(20) DILLON I. CONNECTION

ENVIRONMENTAL STATEMENT FOR DILLON SOUTH AND DILLON I. CONNECTION  
I 15-1 (5) 51 and F 241 (20) administrative action (draft)



THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

42 U.S.C. 4332(2)(C)

Date 6-13-73 H.J. ANDERSON,  
DIRECTOR OF HIGHWAYS

By *Rich R. B...*  
Administrator, Engineer  
Division

APPROVED AND ADOPTED BY F.H.W.A.

Date 7/27/73 By *H. Stewart*  
Federal Highway Admin.  
Division Engineer

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Helena, Montana 59601

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Draft environmental statement: administr



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## INTRODUCTION

The purpose of this statement is to assure that the human environment is carefully considered and that state and national environmental goals are met when developing highway improvements.



## TABLE OF CONTENTS

<u>SUMMARY SHEET</u>	<u>PAGE</u>
I. TYPE OF ACTION-----	1
II. PROJECT DESCRIPTION-----	1-2
III. ENVIRONMENTAL IMPACTS-----	2-3
IV. ALTERNATIVES-----	3
V. DISTRIBUTION-----	3-6
VI. DATE DRAFT STATEMENT MADE AVAILABLE TO C.E.Q.-----	6
 <u>STATEMENT</u>	
I. PURPOSE-----	7
II. DESCRIPTION OF PROJECT-----	7-10
III. DESCRIPTION OF EXISTING ENVIRONMENT-----	11-14
A. HUMAN RESOURCES-----	11
B. PHYSIOGRAPHY AND GEOLOGY-----	11-12
C. LAND USE-----	12
D. FISH AND WILDLIFE-----	12-13
E. VEGETATION RESOURCES-----	13
F. CLIMATE-----	13
G. TRANSPORTATION SYSTEM-----	13-14
H. UTILITIES-----	14
I. MEDICAL FACILITIES-----	14
J. EDUCATIONAL FACILITIES-----	14
K. SCENIC AREAS AND POINTS OF INTEREST-----	14
IV. EVALUATION OF ENVIRONMENTAL IMPACTS-----	15-19
A. ENVIRONMENTAL IMPACT OF PROPOSED ACTION-----	15-18
B. ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED-----	18
C. ALTERNATIVES-----	18
D. RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY-----	19
E. IRREVERSIBLE AND IRRETRIEVABLE COMMITTMENTS OF RESOURCES-----	19
V. BENEFITS-----	19
VI. MINIMIZING ADVERSE ENVIRONMENTAL EFFECTS-----	20
VII. EXHIBIT	



## SUMMARY SHEET

### I. TYPE OF ACTION

- (X) Administrative
- (X) Draft
- (X) Environmental Statement
- ( ) Combination Environmental/Section 4(f) Statement
- ( ) Legislative
- ( ) Final

### II. PROJECT DESCRIPTION

The I-15 Dillon South project will be a new four-lane divided Interstate highway that begins at a point 5.3 miles south of the city of Dillon and extends north 5.6 miles to Park Street on the west edge of Dillon. The separation between the northbound and southbound roadway will be 70 feet for about a mile of roadway and then will be 100 feet for the remaining 4.3 miles. Each roadway will have two 12 foot driving lanes, a ten foot outside shoulder and a four foot inside shoulder.

Interchanges are proposed at Jackson Road (Montana 278) about one mile south of Dillon (South Dillon Interchange.)

This project will have full control of access and will include access structures, frontage roads and access roads.

Drainage and irrigation facilities have been designed to perpetuate existing drainage and irrigation. New right-of-way will be required for this project.

The F-241(20) Dillon-I. Connection project will be a new primary road connection to provide an ingress and egress route between the South Dillon Interchange and the city of Dillon. This primary road will be approximately 0.8 miles long and will connect to Atlantic Street on the south edge of Dillon. This roadway will



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[http://archive.org/details/draftenvironment19unit\\_1](http://archive.org/details/draftenvironment19unit_1)



be 44 feet wide with two 12 foot wide driving lanes and two 10 foot wide shoulders.

Another short primary road will realign and connect the present U.S. 91 with Atlantic Street in Dillon. The width of this roadway will be 36 feet with two 12 foot wide driving lanes and two six foot shoulders.

New right-of-way will be required for the Dillon-I. Connection.

### III. ENVIRONMENTAL IMPACTS

There will be no displacement or relocation of families or individuals as a result of these projects.

There will be no enhancement of work, school, recreation or religious activities as a result of these projects other than that the proposed facility will lessen travel time for those individuals who live outside of Dillon and participate in these activities by commuting to Dillon.

These projects will provide a fast, safe and efficient transportation facility for the traveling public.

There are no section 4(f) lands involved on the project. The main ingress and egress route on the south side of Dillon will be changed from U.S. 91 to the Dillon-I Connection. U.S. 91 will be realigned to join Atlantic Street in Dillon.

This highway follows the Beaverhead valley which consists predominantly of hay and pasture land. Some of this land will be taken out of use by these projects, as new right-of-way will be required.



The character of the area will be altered by the intrusion of the highway on this area.

Access will be perpetuated where justified.

Bridge crossings of the Beaverhead River and the Poindexter Slough are designed to preserve the existing stream banks and channels. A short channel change will be required in Blacktail Creek. This channel change is necessary because of the tight meandering course of Blacktail Creek. Because of recent objection by the Department of Fish and Game to this channel change, further study will be made to find an acceptable alternate.

#### IV. ALTERNATIVES

One alternative is not to build this project. This would not comply with the National Highway Defense Act and would leave a gap in the Interstate Highway System.

About two and a half miles of the present alignment has been shifted west of the original alignment because the original alignment involved channel changes and numerous crossings of the Beaverhead River and Poindexter Slough. The present interstate alignment does not involve any channel changes.

#### V. FEDERAL, STATE AND LOCAL AGENCIES AND OTHER ORGANIZATIONS FROM WHICH COMMENTS HAVE BEEN REQUESTED

County Commission  
Beaverhead County  
Dillon, Montana 59725

U.S. Forest Service  
Federal Building  
Missoula, Montana 59801

Rear Admiral J.J. McClelland  
Cmdr. 13th District U.S. Coast Guard  
618 2nd Ave.  
Seattle, Washington 98104



Office of Civil Defense  
Federal Regional Center  
Bothell, Washington 98011

Corps of Engineers  
Missouri River Division  
U.S. Army Engineer Division,  
Missouri River  
P.O. Box 10 (Downtown Station)  
Omaha, Nebraska 68101

Dept. of Health, Education and  
Welfare  
9017 Federal Office Building  
19th and Stout Streets  
Denver, Colorado 80202

Dept. of Housing and Urban  
Development  
Regional Administrator  
Federal Office Building  
19th and Stout Streets  
Denver, Colorado 80202

Montana Dept. of Natural Resources  
and Conservation  
Mr. Lawrence M. Jakub  
Sam W. Mitchell Building  
Helena, Montana 59601 (2 copies)

Honorable Raymond Lynch  
Mayor  
City of Dillon  
Dillon, Montana 59725

School Board  
Dillon, Montana 69725

Agricultural Stabilization and  
Conservation Service  
P.O. Box 670  
Bozeman, Montana 59715

Postmaster  
Dillon, Montana 59725

Dept. of Health & Environmental Sciences  
Helena, Montana 59601

Dept. of Intergovernmental Relations  
Planning and Economic Development  
Mr. Perry Roys, Executive Director  
Capitol Station  
Helena, Montana 59601



Environmental Quality Council  
Mr. Fletcher Newby  
Room 366 Capitol Building  
Helena, Montana 59601 (2 copies)

Director  
Statewide Archaeological Survey  
University of Montana  
Missoula, Montana 59801

District Engineer  
Union Pacific Railroad Company  
829 Pittcock Block  
Portland, Oregon 97209

Economic Development Administration  
Regional Director  
Rocky Mountain Region Office  
Suite 505 Title Building  
909 17th St.  
Denver, Colorado 80202

Governor's Office  
Capitol Station  
Helena, Montana 59601

Environmental Protection Agency  
Room 916 Lincoln Tower  
1860 Lincoln St.  
Denver, Colorado 80203 (5 copies)

Ass't. Secretary  
Program Policy Director  
Environmental Project Review  
Dept. of Interior  
Washington, D.C. 20240 (9 copies)

Office of Emergency Preparedness  
Region 8 Office  
7200 W. Alameda Avenue  
Denver, Colorado 80226

Dept. of Agriculture  
Dr. T.C. Byerly  
Office of Secretary  
Washington, D.C. 20250

Geological Survey  
Water Resources Division  
Federal Center  
Denver, Colorado 80225

Soil Conservation Service  
4930 9th Ave. South  
Great Falls, Montana 59401





U.S. Geological Survey  
Federal Building  
Helena, Montana 59601

Federal Water Quality  
Administration  
Room 501-Pittcock Block  
Portland, Oregon 97205

Montana Dept. of Fish & Game  
Division of Environment & Information  
Sam W. Mitchell Building  
Helena, Montana 59601 (2 copies)

Dept. of Intergovernmental Relations  
Aeronautics Division  
Municipal Airport  
Helena, Montana 59601

Dillon Canal, Inc.  
P.O. Box 1024  
Dillon, Montana 59725

Documents Department  
Montana State Library  
930 E. Lyndale  
Helena, Montana 59601 (20 copies)

VI. DATE DRAFT STATEMENT MADE AVAILABLE TO C.E.Q.

August 13, 1973

DRAFT STATEMENT

The following is a Draft Environmental Impact Statement for  
Projects I-15-1(5)51, Dillon South, and F-241(20), Dillon-I.  
Connection.



## I. PURPOSE

The I-15 Dillon South project is part of the system of Interstate and Defense highways as delineated under the Highway Act of 1956. The purpose of the Interstate system is to provide a modern highway system to serve the ground transportation needs of the Nation as a whole. The purpose of this I-15 project is to complete this portion of the Interstate highway system, thus providing a fast, safe and efficient transportation facility.

The purpose of the F-241(20) Dillon-I Connection project is to provide a connecting highway between the City of Dillon and the Interstate highway.

## II. DESCRIPTION OF PROJECT

### DILLON-SOUTH

The I-15 Dillon South project will be a new four-lane divided Interstate highway that begins at a point 5.3 miles south of Dillon at the terminal point of project I-15-1(36)51, Pipe Organ North, and extends north 5.6 miles to Park Street on the west edge of Dillon, the beginning point of project I-15-1(49)62, Dillon North and South. The horizontal alignment of this project traverses west of and approximately parallel to existing U.S. Highway 91 and the Union Pacific Railroad. For the first 2.0 miles the alignment is adjacent to U.S. 91, and then varies from approximately 2000 to 3000 feet from U.S. 91 for the remaining 3.6 miles. The proposed horizontal alignment consists of long tangent sections (4000 to 6000 feet) connected by flat curves. The distance between roadway centers will be 70 feet from Station 0+00 to 45+00, 100 foot



centers will be used from Station 45+00 to 290+81.4 (End of Project). The entire alignment traverses over relatively flat land.

Traffic data for this project is as follows:

ADT	(1967)	1207	ADT = Average Daily Traffic
ADT	(1993)	3550	
DHV	450		DHV = Design Hourly Volume
D	55%-45%		D = Directional Distribution
T	16.7%		T = Percent Trucks
V	70 M.P.H.		V = Design Speed

The project is designed to current Interstate Standards. It will be a four-lane divided facility, two lanes each direction, with 12 foot wide driving lanes, ten foot outside shoulders and four foot inside shoulders. The maximum grade is 3% with the majority of the project on a 1% or less grade. Curves will be no greater than 3°30'.

Two interchanges are proposed for this project: Jackson Road Interchange at Station 102+00 and South Dillon Interchange at Station 242+00.

A 24 foot bituminous surface frontage road is proposed between Station 17+55 and Station 54+00 on the west. It will connect the existing frontage road west of the present traveled way (U.S. 91) with the county road that connects with Montana 278 west of the proposed Jackson Interchange. The existing county road will be upgraded between connection points.

Access will be controlled throughout the length of the project. Structures are proposed at Station 158+00, providing ranch access across the Interstate. A short section of access road is proposed west from the South Dillon Interchange for ranch access to land west of the Interstate. Local traffic will be served by frontage roads, U.S. Highway 91, and the two Interchanges.



Realignment of U.S. 91 east of the Jackson Interchange is proposed, as U.S. 91 will be severed by the interchange ramps. This realignment will be about 2400 feet long.

New prestressed concrete bridges are proposed at the following locations: Station 102+00 (Jackson Interchange), Station 126+00 (Beaverhead River), Station 152+00 (Poindexter Slough, Station 158+00 (Access Road Separation), Station 242+00 (South Dillon Interchange).

Drainage and irrigation facilities have been designed to perpetuate existing drainage and irrigation.

Right-of-way will have to be acquired for this project. The average width of this right-of-way is about 350 feet, totalling approximately 240 acres.

#### DILLON-I. CONNECTION

A 44 foot paved primary road connection ("A" line) is proposed to provide an ingress and egress route between the South Dillon Interchange and Dillon. This primary road will be approximately 0.8 mile long and will connect to Atlantic Street on the south edge of Dillon. Another short primary road "A-1" line is proposed to connect the present U.S. 91, where it enters Dillon, with Atlantic Street.

Traffic data for this project  
is as follows:

ADT	(1967)	1013
ADT	(1993)	3050
DHV		380
D		55%-45%
T		16.7%
V		50 M.P.H.





The "A" line roadway will be 44 feet wide with two 12 foot wide driving lanes and two 10 foot wide shoulders. The maximum grade is 4.6%. Maximum degree of curvature is 5°30'. Curb and gutter are proposed from Station 130+00 to Station 140+00. This roadway will be structured over the Union Pacific Railroad at Station 103+80 "A" line and Blacktail Creek at Station 114+00 "A" line.

Access to the Dillon-I Connection will not be controlled and approaches will be provided where warranted.

New right-of-way will be required for this project with an average width of about 240 feet, totalling approximately 15 acres.

It is proposed to alter the present U.S. 91 connection to Dillon on the south side of Dillon with the alignment of "A-1" line. It is proposed to close that portion of present U.S. 91 between Chapman and Poindexter Streets, thus eliminating the two dangerous Y-intersections at Chapman Street and U.S. 91 and Atlantic Street and U.S. 91. U.S. 91 would then be routed up Chapman Street where it intersects with Atlantic Street at right angles. The proposed width of the "A-1" connecting road will be 36 feet with two 12 foot wide driving lanes and two six foot shoulders. Integral curb and gutter is proposed for this section with 40 foot radius curb returns at the intersection of Chapman and Atlantic Streets. The 40 foot radius will allow the movement of a Semi-Trailer truck (WB-50) around the corners of the intersection. This intersection does not warrant traffic signals.



### III. DESCRIPTION OF EXISTING ENVIRONMENT

#### A. Human Resources

Beaverhead County has a total population of 8,147, 1970 Census. The city of Dillon is the County Seat with a population of 4,548, also 1970 Census. The total population of Beaverhead County has increased 993 people in the last decade. Of this, only 3.3% was in the rural areas. The 1969 Census showed the average per capita income of Beaverhead County to be \$2,640 as compared at that time to \$2,943 state wide. Unemployment rate in Beaverhead County is reported at 7½%.

#### B. Physiography and Geology

The Interstate highway alignment traverses the flood plain of the Beaverhead River. The depth to river gravels in this wide flood plain area increases rapidly from the beginning of the project to the north. North of the junction with the highway to Jackson (junction of U.S. 91 and Montana 278) depths to gravel vary considerably from 0.5 feet to ten feet. From Station 46+00 to the end of the project, ground water is at the surface to three feet below. Numerous springs and sloughs are scattered throughout this area. Surface soils in the slough area are typically peats, organic silts, and loose, fine sands. Due to the presence of springs, sloughs, high water table, and various depths of organic material, drainage will be given special consideration. Some undesirable material will be subexcavated, and the embankment material for this project will be constructed with granular material.



The Interstate highway will cross the Beaverhead River and Poindexter Slough. The Dillon I Connection will cross Blacktail Creek.

#### C. Land Use

The total land area in Beaverhead County is 3,553,640 acres, of which 47.6% represents farms and ranches. Agriculture is the main industry followed by mining, recreation and lumbering. All agriculture is livestock oriented with the exception of about 5,000 acres of winter wheat, about 400 acres of seed potatoes and about 2,000 acres of malting barley. Alternatives to the present land use are few. 38.5% of the total county area is National Forest, 31.0% Bureau of Land Management, 9.4% State Owned Land, 0.2% water area, 0.1% Bureau of Reclamation, 0.9% Red Rock Land Refuge, with the remaining 19.9% being tax assessed lands and roadways.

#### D. Fish and Wildlife

Brown Trout, Rainbow Trout, Whitefish, Cottus, Suckers and Dace are found in the Beaverhead River, Poindexter Slough and Blacktail Creek. Brook Trout area also found in Blacktail Creek. The Beaverhead River is famous for its excellent Brown Trout fishing. Poindexter Slough offers excellent fishing and is also known to be excellent spawning water. Duck and goose hunting along the Beaverhead River and its tributaries is considered very good. Although some small slough areas will be disturbed, the Department of Fish and Game feels it will not have a detrimental effect on migratory waterfowl.



Whitetail and Mule deer feed on the pasture lands along the river. According to the Department of Fish and Game, there are no known deer migratory routes within this project. Pheasants, fur bearers, small non-game animals and birds are also found in the valley.

#### E. Vegetation Resources

The valley consists predominantly of subirrigated hay and pasture land. The water table varies from surface water to three feet below natural ground. The area along the Beaverhead River is wooded mainly with Snowberry shrubs, Cottonwood trees and Willows.

#### F. Climate

In the Dillon area there are about 113 frost free days of growing season. The average July temperature of the Dillon area is 61° and in January, +24°. Sub-zero temperatures for short durations are frequent during the winter months. The average precipitation is 11.6 inches in the Dillon area. Monthly distribution of rainfall varies, but the largest portion falls during May, June and July. Snowfall is relatively light in the valley.

#### G. Transportation

Public railroad transportation in the Beaverhead Valley is provided by the Union Pacific Railroad, running one freight train daily each way between Salt Lake City, Utah, and Butte, Montana; however, the Union Pacific Railroad does not offer passenger service. Inter-mountain Transportation Bus Lines offers passenger service through Dillon between Salt Lake City, Utah, and Butte, Montana. There





are three scheduled trips daily each direction. There are no commercial airlines serving the area, although a county owned airport three miles east of Dillon serves light aircraft.

#### H. Utilities

Montana Power and the Vigilante Electrical Co-operative serve all power and natural gas needs in this area.

#### I. Medical Facilities

This area is served by a new hospital, Barrett Memorial Hospital. The hospital is located 200 feet right of Station 130+00 "A" line. It is staffed by four resident Physician-Surgeons and four registered nurses. Ambulance service is offered by a private firm in Dillon. There is also one Veterinary Hospital located in Dillon.

#### J. Educational Facilities

Beaverhead County High School is located in Dillon and has an enrollment of 835 students. Western Montana College is also located in Dillon and has an enrollment of from 800 to 900 students.

#### K. Scenic Areas and Points of Interest

The Lewis and Clark Expedition traveled through the Beaverhead River Valley in 1805.

The first ranching in this area was established in 1865, leaving its mark of historical interest.



#### IV. EVALUATION OF ENVIRONMENTAL IMPACTS

##### A. Environmental Impact of the Proposed Action

As a result of this project, there will be no displacement or relocation of families or individuals.

The "old hospital laboratory building" will have to be relocated or demolished due to the proposed "A" line alignment. This building is no longer being used for a laboratory, but there has been some talk of using it as a day nursery. The "A" line alignment connecting Atlantic Street was chosen because Atlantic Street is the route of U.S. 91 and is favored by most businesses and others in Dillon. This fact was brought out by testimony in and attachments to the official transcripts of public hearings held in Dillon on July 7, 1965 and on August 6, 1969. There will be no enhancement of work, school, recreational or religious activities as a result of these projects, other than that the facility will provide safer, and faster transportation for those using it to commute to Dillon for those activities.

There was a meeting in Dillon on March 8, 1972 with the City Council concerning the connecting primary highways "A" and "A-1" lines. There was discussion concerning the elimination of the "Y" intersections and realignment of U.S. 91 on Chapman Street to Atlantic Street. The Council indicated that the 25 foot curb radius proposed at the intersection of Chapman and Atlantic Streets would probably be inadequate. As a result of this meeting, the curb radius was increased to 40 feet, which will allow the turning movement of a Semi-Trailer truck (WB-50) at the intersection

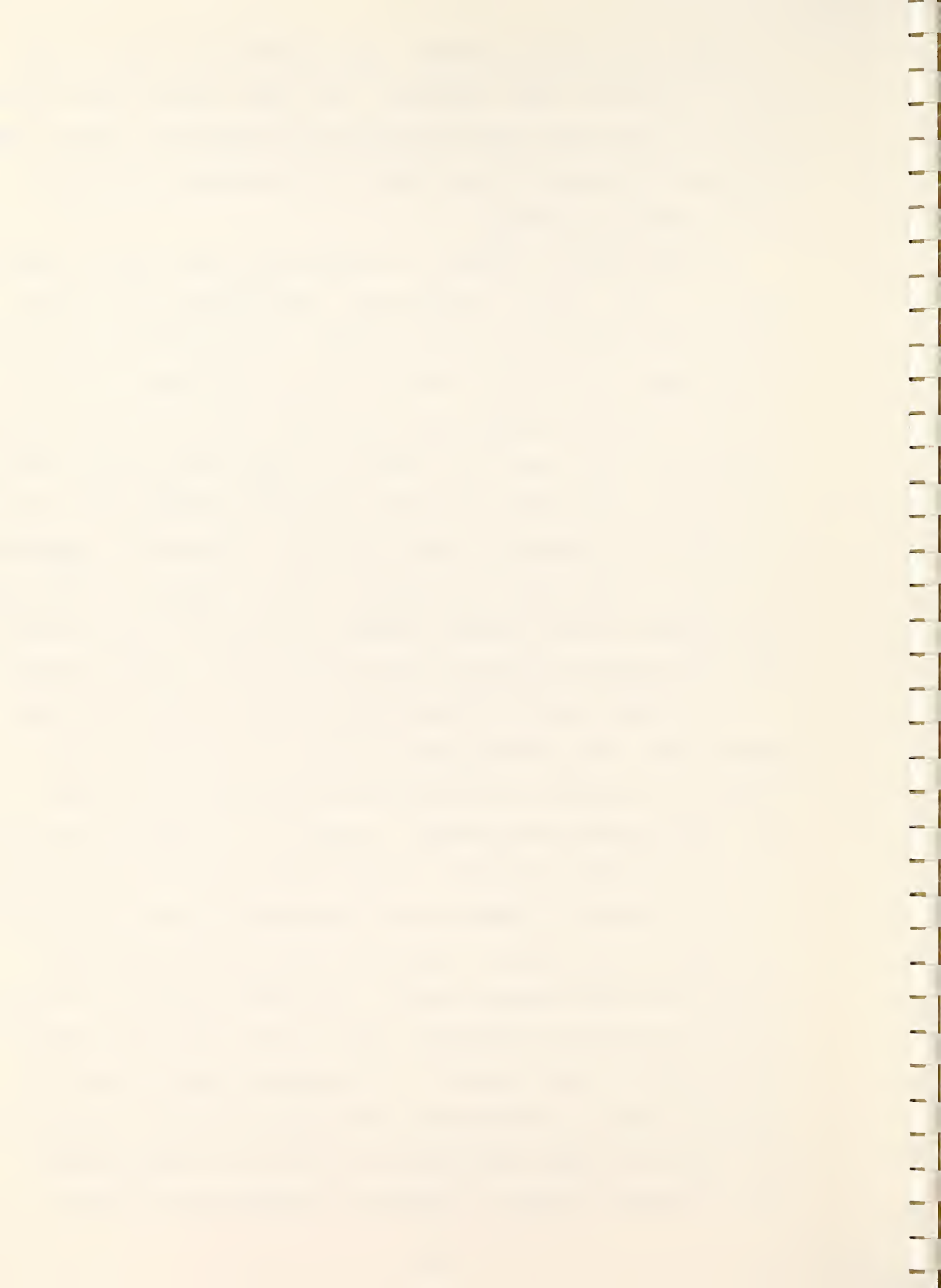


of Chapman and Atlantic Streets. This revision was sent to the City of Dillon for their comments. At a later meeting some minor design revisions were suggested which may necessitate removal and replacement of several large trees in the immediate vicinity of the old hospital building.

Barrett Memorial Hospital is located 200 feet right of Station 130+00 "A" line, Dillon I Connection. The hospital will not be significantly affected by these projects. The hospital is presently located about 175 feet left of U.S. 91, and at present U.S. 91 carries all traffic through the Dillon area. The "A" line, Dillon I Connection, will carry only traffic of those going to and coming from Dillon on the south, while the interstate highway will carry all traffic not desiring to stop in Dillon. Therefore, a decrease of traffic in the area of the hospital can be expected. This plus the increased distance between highway and hospital will decrease the noise which would be generated should the project not be constructed.

The valley consists predominantly of sub-irrigated hay and pasture land. The existing water table is not expected to be altered due to special consideration being given as mentioned under "Physiography and Geology". Some of this land will be taken out of use by these projects, as new right-of-way will be required.

The character of the area will be altered by the intrusion of the highway on this area. Slopes will be topsoiled and seeded to blend with the adjacent terrain. Existing irrigation and drainage patterns will be continued. Land use will not change appreciably because of these projects. An exception might be the land adjacent to the two interchanges and along the Dillon I Connection. As is often the case, non-commercial land next to interchanges tends to become valuable as commercial property and is often





developed as such. This possibility exists for both the interchanges and along the Dillon I. Connection. The total amount of land affected (255 acres) will be small compared to all of the land adjacent to these projects. Access will be perpetuated where justified. Access separation structures are proposed at Station 158+00. These structures will provide access to property west of the interstate. A cattle and hay ranch in the vicinity of the South Dillon Interchange will be served by the Interstate highway and the "A" line, Dillon I Connection. Access to land west of the interstate will be provided by an access road from the South Dillon Interchange. Access to land on each side of the "A" line will be provided by at-grade approaches to the "A" line.

The interstate highway will cross the Beaverhead River and Poindexter Slough. The alignment of the highway at the Beaverhead crossing has been carefully selected to avoid any channel change in the Beaverhead River. A channel change will not be necessary at the Poindexter Slough crossing. Bridge piers will not be located in the river or the slough. Riprap will be provided to prevent erosion of the highway embankment, but the riprap will not disturb the existing river or slough channel. The riprap will be placed back of the river bank so as not to disturb the existing riverbank vegetation. The Dillon I Connection will cross Blacktail Creek and a short channel change will be required. This channel change is necessary because of the tight meandering course of Blacktail Creek in this area. This alignment was chosen as the most suitable. This channel change will be constructed in the dry as much as possible. However, the Department of Fish & Game has recently objected to the proposed design for the Blacktail Creek crossing so further study will be made to arrive at an acceptable design. Compliance by the Contractor with





the Montana Department of Highways Standard Specifications regarding water pollution will help to avoid pollution problems.

B. Adverse Environmental Effects Which Cannot be Avoided

The taking of hay and pasture land for highway right-of-way is unavoidable. Since at present, there is not a highway at the proposed highway location, then the altering of the character of the area is also unavoidable.

The proposed short channel change in Blacktail Creek is also unavoidable because of the meandering nature of Blacktail Creek. The proposed crossing was selected as the most suitable crossing.

C. Alternatives

One alternative is not to build this project. This would not comply with the National Highway Defense Act and would leave a gap in the Interstate Highway System.

The original alignment of the interstate highway between Station 43+00 and 184+00 paralleled the Union Pacific Railroad, but this section of highway between Station 43+00 and 184+00 would have crossed the Beaverhead River once, and the Poindexter Slough at three locations and would have involved some channel changes in each stream. After due consideration of the detrimental environmental affects involved, in coordination with the Montana Department of Fish and Game the alignment was shifted to the present alignment which does not involve any channel changes.



D. Relationship Between Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

In the vicinity of this project, it can only be estimated that short term use, as well as the long-term use, of the environment of the Beaverhead Valley would be of an Agricultural nature. The construction of this project should not change the agricultural business being conducted in the area at the present. As time progresses, more use will be made of the highways and the demand will be greater for roads that provide fast, safe, and efficient transportation.

E. Irreversible and Irretrievable Commitments of Resources

Hay and pasture land will be taken for highway right-of-way. Although this land will not be rendered useless, it will no doubt be taken out of production for a long time. Should this land ever be abandoned for highway use it could be restored to it's present state.

There will be no resources other than normal construction materials irreversibly or irretrievably committed to the project.

V. BENEFITS

All people traveling will benefit by having an improved highway that provides faster, safer and more efficient transportation. An improved highway will benefit this area, which is devoted mostly to agriculture, by providing better farm-to-market movements.



## VI. MINIMIZING ADVERSE ENVIRONMENTAL EFFECTS

Slope rounding, topsoiling and seeding of disturbed areas are measures that will be taken to blend the highway with adjacent terrain to minimize environmental damage. Embankment protectors and riprap, where necessary, will be used for protection against erosion. Natural vegetation will be preserved wherever possible. Contour grading will be used on the interchanges to improve their aesthetics.

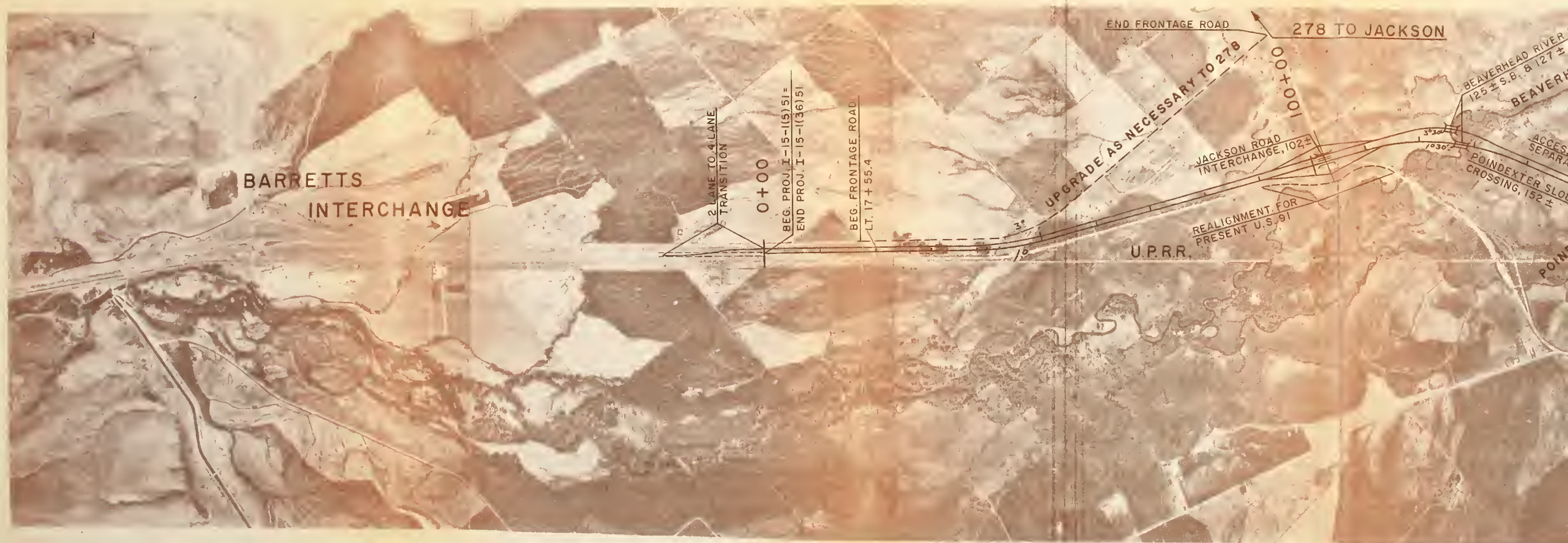
Enforced compliance with existing laws and specifications concerning water and air pollution will help to minimize environmental damage.

The revised alignment between Stations 43+00 and 184+00 will help to preserve the ecosystem of the Beaverhead River and Poin-dexter Slough.

These projects are currently scheduled for July, 1975 contract letting.











MONTANA DEPARTMENT OF  
HIGHWAYS  
DILLON SOUTH  
I-15-1(5)51  
F 241(20)  
KRW #0085 SCALE 1" = 1000' ±







